sheriff Hesterberg Thinks, However, That He Will Be Allowed to Keep His 198 Prisoners in Their Cells While the Ordered Improvements Are Being Made.

Sheriff Hesterberg of Kings county was otified yesterday that the order of the th Department on Feb. 15, directrepairs in the Raymond Street Jail, business. The notification was in rm of an order from Assistant Sani-Superintendent Murray that the be vacated forthwith," that the prisoners be removed and the use of the all for the confinement of prisoners be discontinued.

Sheriff Hesterberg says he thinks that if he goes ahead with the ordered improvements the order will not be exe-

cuted. For a long time nearly every Grand Jury in Brooklyn has brought in a presentment condemning the jail for its unsanitary condition and recommending improvements and alterations. The women's quarters invariably came in for special criticism. The February Grand Jury followed up its attack on the jail by appealing to the Health Department authorities to take some drastic action in the matter and suggesting that in case of their failure they might subject themelves to indict-

ment.
On Feb. 15 the Board of Health issued an order requiring certain alterations and repairs at the jail to be carried out, and as the order had not been complied with inany particular Dr. Darlington, the Health Commissioner, vesterday issued the mandate for the closing of the jail and the removal of the 198 prisoners, of whom twenty-three are women, to some other quarters.

quarters.

Although the order directs an immediate compliance, it was said at the Health Department that it was not imperative as to time, as under the law the Sheriff is allowed five days to have the required work done. It was said that if he takes the necessary It was said that if he takes the necessary steps in the matter, and begins or arranges for the work, the order will not be enforced. "I do not think," Sheriff Hesterberg said, "that I will be asked to march the prisoners, male and female, out of the jail. The whole matter will probably be now settled between the Building Department and the Health Board in the most amicable manner. I have no reeponsibility in this matter. The city has to furnish me with a place in which to keep my prisoners, and if I am turned out of the jail with them there will be some other safe with them there will be some other safe place provided for them."

SECURITIES IN THE BOX? Court Order Asked So as to Throw Light on a Bank Fallure.

BALTIMORE, March 14.-The Miners and Merchants' Bank of Lonaconing filed a petition to-day asking that the court pass an order requiring George Dobbin Penniman and Campbell Carrington, receivers of the City Trust and Banking Company. to permit them to open a safe deposit box in the vaults of the City Trust Company's banking house, which formerly belonged Frank J. Kohler, its treasurer. Judge Sharp signed an order requiring the re-eivers to show cause why the petition

should not be granted.

It is said in the petition that Kohler assigned to the Miners and Merchants Bank all the contents of the box mentioned, but that the receivers have refused to allow the bank to open it. There has been considerable interest in financial circles respired to allow the content of the box ever since. siderable interest in financial circles regarding the contents of the box ever aimor the failure of the City Trust Company. The report of the experts who examined the affairs of the company shortly after its failure criticised Kohler severely.

Kohler has not been in the city since the failure of the trust company and is now somewhere in the West, where he went when receivers were appointed for

went when receivers were appointed for

SEES ANOTHER RAMAPO. Citizens Union Stirred Up by the Niagara Power Co.'s Proposed Charter.

The committee on legislation of the Citizens' Union sent out a statement last night controverting that made on Sunday by Fred D. Corey, counsel for the Niagara, Lockport and Ontario Power Company, which is seeking concessions and changes in its charter from the Legislature. The statement takes up each of Mr. Corey's contentions and attempts to prove that they have been set forth in such a manner that the truth is lost. It concludes:

hat the truth is lost. It concludes:

New York city does not want another Ramapo with greater powers. Under the proposed bill, the company could immediately be given the manufacture and sale of electricity within and to the city of New York, without paying for the privilege and without the necessity of public bidding. This is possible under the power to generate electricity and to condemn property anywhere for the purposes of its incorporation. It is, therefore, not necessary to transmit the power from Niagara.

GOULD-ROCKEFELLER MINES. Federal Mining and Smelting Co. Elects Directors.

The stockholders of the Federal Mining and Smelting Company, organized recently by Gould-Rockefeller interests to take over the Cour d'Alène mines, met yesterday and elected a directorate consisting of E. J. Barney, Peter B. Bradley, John A. Finch, F. T. Gates, George J. Gould, Edwin Packard, John D. Rockefeller, Jr., Charles Sweeny, C. D. Warren, Richard Wilson, George W. Young, Horace G. Knowles and E. Parmalee Prentice.

An executive committee, of which George J. Gould is chairman, was appointed and

J. Gould is chairman, was appointed and officers were elected, including George Sweeny, president; Bruce Glendening, treasurer; F. J. Kilner, secretary, and E. J. Roberts, general manager.

Scaboard Construction Company.

The incorporation papers of the Seaboard Construction Company were filed in the County Clerk's office in Brooklyn yesterday. The capital stock is \$5,000 and the incorporators are George V. S. Williams of 44 Court street, Arthur Nosworthy of 596 Bainbridge street and former State Railroad Commissioner Ashley T. Cole of 22 Lenox avenue. The objects of the com-pany, as set forth, are to build bridges, buildpany, as set forth, are to build bridges, buildings, machinery, ships, engines, cars and other railroad equipments, railroads, tunnels, subways, docks, water works, gasworks, electrical works, viaducts, aqueducts, canals and other waterways.

The annual report of the Tennessee Coal and Iron Company issued yesterday for the year 1903 shows that the company's

T. C. and I. Profits Increased in 1903.

total net profits were \$2,904,977, an increase of \$300,000 over 1902. There was carried forward to surplus account \$1,734,163, an increase of \$324,379, after deductions of \$4,11,422 \$411,422 for depreciation and \$19,864 for dividends on the preferred stocks. In accordance with the policy of its president, Don H. Bacon, the company will put this surplus into construction and improve-

Bank of New York 120 Years Old.

The Bank of New York celebrates to-day ts 120th anniversary. It has transacted business at its present site, William and Wall streets, since 1798, excepting the year 1790, when it had to move for a year on account of yellow fever. Alexander Hamilton was at one time a director of and counsel to the bank, which has paid dividends every year since its organization, except 1837, when as a result of the panic it was forbidden to do so by the Legislature. It paid a double dividend in the next year.

GOSSIP OF WALL STREET.

The net price changes resulting from yesterday's erratic trading were very ir-regular. Of the 97 stocks traded in, 39 showed net gains, 32 showed net losses and 26 closed unchanged from the final quotations of last week. Initial transactions were on a level slightly lower than Saturday's closing, but after the first fifteen minutes of trading the market began to straighten up, prices harden-ing gradually until noon, when they showed advances over the opening ranging from 1/2 to per cent, and even more, Pennsylvania hav ing recovered from 111% to 113%. The buyfloor to be almost wholly for short account. Many who were committed to the bear side of the market considered it the part of prudence, in view of the uncertainties involved, to scale down their speculations. Some covered all of their short contracts and others only a part of them. This covering dis-closed a temporary scarcity of stocks in the board room, and the greater the apparent scarcity of any stock the more anxiously the shorts bid for it. A two point advance in Northern Securities stock on the curb caused a good deal of nervousness in the bear crowd. It suggested the possibility of a decision favorable to the merger. Clark, Dodge & Co., a house that sometimes represents important financial interests, were said to be giving out the principal buying orders in Northern Securities.

Trading had come to almost a standstill by noon on the bare announcement from Washington that the decision was for the Government prices, declined possibly 1/2 per cent.

A large short interest that had been waiting in the average to cover on that news was then revealed. On the covering of between 20,000 and 30,000 shares of short stocks, the highest prices for the day were made in the half hour following the printing here by telegraph instruments of the gist of the decision. This advance was checked by fresh selling from various sources. The turning point was reached about 12:45 o'clock, and at 1:45 the low prices of the opening were being repeated.

The selling in the afternoon looked rather good to some brokers. When board mem-bers were asked who seemed to be selling the market, they replied that the stocks appeared to be coming from a great many directions. One report was that a promi-nent Broad street operator, who had not appeared actively in the market for some time, was selling stocks heavily because he time, was selling stocks heavily because he thought the Street had not realized the sweeping and drastic character of the decision.

One unpleasant possibility, quickly perceived by Wall Street commentators, is that the Northern Securities decision may stimu late the activity of professional litigants who prey upon big corporations. .

Shortly after the decision was out a prominent broker advised his clients on any break to buy Canadian Pacific because that railroad was in Canada and would therefore be affected by the principle established. Another broker declared that those most worried over the decision were either short of stocks or out of their holdings.

Although some thought the selling in the afternoon was better than any buying seen in the course of the day, equally competent observers detected evidence of good support the big interests were standing under the market. Many declined last night to ex-press any opinion on the market. They said they should want to see how the market digested the decision. It was not by any means digested, they thought, at the close of business yesterday.

In the loan crowd after the close of the market there developed a more active demand for stocks than any previously reported in a number of weeks. The demand for Pennsyl-vania was particularly urgent. That stock loaned at 1% per cent. Other stocks heavily borrowed were Union Pacific, Southern Pacific, Atchison, Baltimore and Ohio, Steel preferred, Metropolitan, Rock Island and Missouri Pacific. It was the opinion of brokers out of the loan crowd last night that a large proportion of the day's selling had been for short account, and that the short interest alone would support prices in the absence of fresh liquidation following the Northern Securities

There seemed to be a lot of Pennsylvania for sale on the opening at 112, and the price went to 111% under what was reported to be a pressure of stock, but this initial weakness was succeeded by a rather striking of value."

I went to Europe last fall, and when I got back I found that she had disappeared. My rooms had been stripped of everything of value." exhibition of strength. The recovery started on the buying of H. Content, who took 2,500 shares of stock in a block from Bogy & Hubbard at 112%. That transaction immediately followed one of 600 shares at 112. Other prominent buyers were Van Emburgh & Atterbury, J. S. Baohe & Co. and Rutter & Gross. Van Emburgh & Atterbury took stock all the way up to 113. Keech, Loew & Co. and Bogy & Hubbard were prominent as sellers in the early forenoon. Pennsylvania was the leader of the forenoon recovery. It was selling at 113% at noon, declined with the rest of the market on news of the decision, and recovered again to 113%. It had a volume of more than 110,000 shares which made it also the leader of the market in point of activity. Pennsylvania had been sold as heavily as perhaps any other stock in anticipation of a Northern Securidecision adverse to the merger, owing to the fact the Pennsylvania Company is a very large holder of the securities of other The short interest in it has been railroads. and seems still to be, larger than that in any

H. A. Harrison & Co. were said to be selling Amalgamated Copper steadily all day through other brokers.

Blair & Co. were heavy sellers of Union Pacific again resterday. It is said that Van Emburgh & Atterbury have been selling the stock steadily on a large scale for some

Continued pressure upon Metropolitan Street Railway was one of the most prominent features of the market in the forenoon, but sentiment was not as much affected by the stock's further decline to 104% as it had the stock's further decline to 104% as it had been by the fall in its price last week. Gates & Co., Post & Flagg and Currie Bros. were reported to be selling the stock freely yesterday forenoon. The Philadelphia selling continued. A. O. Brown, Ellingwood & (Cunningham and Halsted & Hollister were buyers on the dacling. It is now hellowed that the ningnam and Haisted & Hollister were buyers on the decline. It is now believed that the principal liquidation has been by the Elkins estate. Persons who would probably know insist that none of Mr. Whitney's stock has been coming on the market. The low price for Metropolitan Street Railway last year was 99%, touched on Sept. 29. From that point the price recovered 25 points, reaching 125, ex-dividend, in the last week of 1903. There was a good deal of interest in the price at the time owing to the general assertion that political element had been put long of the

stock for 125. The belief was more general and much more positive in Wall Street yesterday than on any previous Monday that the Northern Securities decision would be forthcoming. This being the case, the strength of the mar-ket in the forenoon led many superficial observers to suspect that intimations of a less unfavorable decision than was generally exunfavorable decision than was generally expected had been received by some of the larger operators. The advances in the forence, however, were based upon subtle speculative reasoning. There was a good deal of company on the short side, as all expert traders knew, and what they feared was that, with the general short interest so extended, an adverse decision, terminating the suspense on which bear operators had been playing, might start a wild covering been playing, might start a wild covering movement. If a large proportion of the short interest had not been covered in the fore-noon, the market possibly would have ad-vanced sharply on the news from Washing-ton, presenting that phenomenon so bewilder-ing to an outsider of prices advancing on

bad news. Along with many other sensations, Wall Street experienced yesterday that of pro-found relief. Brokers are now looking forward to a better market.

HE BURIED THE WRONG WIFE

WHY INVOLVES A REQUEST THAT THE CITY PAY THE BILL.

The Toe Persuasive Morgue Attendant Assured Mr. Valente That They Were Always Better Looking Dead-But After the Funeral His Wife Appeared.

Ignazio Valente of 311 East Sixtieth street requests that the city repay him \$250, the cost of the funeral of a woman whom he buried under the impression that she was his wife, when she wasn't. He blames the city for the mistake.

The evidence in the matter is being con sidered by the Claims Bureau of the Fi-nance Department, and Valente has made out so good a case that he will probably get the money. This is how it happened

About six weeks ago he quarrelled with his wife Concetta and she left him. When she did not return in a few days, Valente set out to seek her. He gave a description of her to the police, and three days later he was informed that a body at the Morgue answered the descripton of his wife.

Valente went to the Morgue. The clothing shown to him, he says, was like that of his wife, but he wasn't certain about the identity of the body. The face resembled Concetta's, but it was better looking. "That's all right," Valente says an at-

bodies here so that they always look better after death than they do in life."

After that he took the body, hired an undertaker to carry it to his home and had an elaborate funeral. The body was put in a white silk dress, worth all of \$75, in which

tendant at the Morgue told him; "we fix up

in a white silk dress, worth all of \$75, in which his wife had been married, and he didn't spare expense a bit.

While he was still mourning, Mrs. Valente, alive and repentant, turned up. The papers in the case do not attempt to describe the bereaved husband's feelings, but they do say that when Mrs. Valente heard that her wedding dress had been used to bury a strange woman in she insisted that her husband should have a duplicate of the dress made for her. Its cost is one of the items in Valente's claim against the city.

He says that it was the fault of the Morgue attendant that he took home unto himself

attendant that he took home unto himself a strange dead woman, and the city, being responsible for the attendant's persuasive statements, ought to pay for the mistake.

TO OUST MAGISTRATE TIGHE. Decision Reserved in Motion to Remove Him From the Beach.

Argument was heard by the Appellate Division in Brooklyn yesterday in the matter of the Anti-Policy Society, asking for the removal from the bench of City Magistrate James G. Tighe, for alleged misconduct in connection with his decisions in certain policy cases. The matter had been referred to ex-Judge George G. Reynclds, who decided adversely to Magistrate Tighe.

A motion was made yesterday to confirm the referee's report. Counsel for Magistrate Tighe opposed the motion and said that before a Magistrate could commit a person to await the action of the Grand Jury the examination must establish two facts; first, that a crime had been committed, and, second, that there was sufficient evidence to believe the defendant guilty. dence to believe the defendant guilty.

Counsel said that a corrupt motive could not be presumed from the Magistrate's decision, and that he was entitled to every presumption of good faith and honest endeavor to perform his duty, and that only confirmative proof of corrupt motive could even turn this presumption. Decision was reserved.

ACCUSES HER HOUSEKEEPER. Mrs. Hamilton Says Her Apartment Was

Stripped While She Was in Europe. Mrs. Hannah Hamilton of 56 Manhattan avenue passed Mrs. Mary Kelly of 263 West 125th street on the street yesterday and had her arrested.

"I have been looking for this woman for four months," said the complainant. "I left her in charge of my apartment when

Mrs. Kelly denied having taken anything. "I grew lonesome in your apartment, she said. "If anything was stolen it must have been after I went away." Magistrate Barlow held her in \$500 bai

for examination to-day. New Cotton Weighing Rule in Liverpool.

Special Cable Despatch to THE SUN. LIVERPOOL, March 14.-The Cotton Asso ciation has passed a resolution to weigh cotton in pounds in future, the new rule to go into effect at the beginning of July.

MARINE INTELLIGENCE.

MINIATURE ALMANAC-TRIS DAY. Sun rises.6:14 | Sun sets.... 6:06 | Moon rises. ...8:20 Sandy Hook...6:27 | Gov. I'd.....6:59 | Hell Gate.....8:52

Arrived-MONDAY, March 14. Ss Kroonland, Antwerp, March 5.
Ss Himera, Kobe, Dec. 12.
Ss Falk, Coatzacoalcos, Feb. 21.
Ss Cervantes, Santos, Feb. 22.
Ss Curityba, Matanzas, Feb. 26.
Ss Curityba, Matanzas, Feb. 26.
Ss Alleghany, Port Limon, March 7.
Ss City of Memphis, Savannah, March 1.
Ss Protecus, New Orleans, March 11.
Ss Princess Anne, Norfolk, March 13.
Ss Biuefields, Baltimore, March 13.
Ss Biuefields, Baltimore, March 12.

ARRIVED OUT. Ss Finland, from New York at Antwerp SAILED FROM POREIGN PORTS.

Ss Barbarossa, from Cherbourg for New York. Ss Pennsylvania, from Plymouth for New York. OUTGOING STEAMSHIPS. Kalser Wm. II., Bremen. 1 280 AM
Lombardia, Naples ... 8 50 AM
Aurania, Liverpool ... 10 50 AM
City of Washington, Colon
El Norte, Galveston ...
Apache, Charleston ...
Hamilton, Norfolk ...
Bernard, Para ... 12 00 M
Nacoochee, Savannah ... Sail To-morrow.

INCOMING STEAMSHIPS

Oue To-day.

City of Memphis. Savannah.
Bluecher. Hamburg.
Victorian. Liverpool.
Nubla.. Gibraitar.
Dunstan. Para .Port Limon. Hohenzollern Genoa Nord America Gibraltar Kansas City Bavannah Prins Willem IV Hayti El Siglo Galveston Due Thursday, March 17. Grenada.....Triaidad..... Due Friday, March 18. La Savoje. Havre ...
Cedric. Liverpool.
Norge. Christiansand.
Pontiac. Shields.
El Monte. Galveston.
El Dia. New Orions.

Due Saturday, March 18.

Court of Appeals Calendar.

FIRST MORTCAGE STEAM RAILROAD BONDS LISTED ON NEW YORK STOCK EXCHAGGE. TO YIELD 5.27%.

EARNINGS ONE AND ONE-THIRD TIMES PIXED CHARGES. · PARTICULARS ON APPLICATION.

INTERSTATE SECURITIES COMPANY Hanover Bank Bldg., 5 Nassau St., New York. Tel. 760) Cortlandt.

DIRECTORS.

New York. Capitalist and Director of the C., C., C. & St. L. Railroad System. HENRY E. HUTCHINSON, Brooklyn, N. Y. Bresident Brooklyn Bank BIRD M. ROBINSON, New York. President Harriman & North Eastern R. R. Co. and Knoxville & Bristol R. R. Co. DANIEL B. ELY,

C. & St. L. Rallroad System.

W. D. STRATTON,
New York. President Mobile, Jackson and Ransas City Rallroad Company,
Director Orange Co. Trust & Safe Deposit Co.
CHARLES E. LEVY,
New York. Banking and Cotton, M. Levy & Sons,
New Orleans, La.

R. W. JONES, JR.,
New York. President Oriental Bank.
EDMUND K. STALLO,
New York. President Kingston Lumber Co. and
Director Guardian Trust Co.
ROBERT H. SHERWOOD,

Galveston, Texas. President Texas Bank & Trust ROBERT H. SHERWOOD,

'ew York. Electrical Railway Expert, formerly of
Excelsion Electric, Thompson-Houston, and General Electric Companies. New Orleans, La. President Interstate Trust & Banking Co.

SCHOOL ORDERED OFF A PIER, Which Means That 2,200 More East Side

Children Must Go on Part Time. More than 2,200 children must be put in part time classes in the congested East Side because of an order which reached the Board of Education vesterday from the Dock Department, directing that the boys' branch of Public School 38, under Principal Goldey, be removed by May 15 from the pier at the foot of East Third street, as the Dock Department intends to use the pier as a recreation centre.

The twenty-two classes composing the chool were removed to the pier last December. They came from Public School 36, in East Ninth street, which is now entirely occupied by girls. Their removal elimi nated forty-four part time classes containing more than 2,200 pupils. For some time previous to December the pier had been occupied by the boys of Public School 15. These classes are now in new Public School

These classes are now in new Public School 188.

"Last year, when the pier was occupied by the boys of School 15," said an associate city superintendent yesterday, "a petition signed by a large number of parents was sent to the Dock Department, requesting that the classes be kept on the pier until the close of school, as they would rather have their children retained on full school time than have the use of the pier themselves for recreation from May 15 to June 30. The Dock Department acceded to their wishes, and even handed the pier over to the Board of Education earlier than usual. I believe that the people in that secusual. I believe that the people in that section feel the same about the matter this spring."

BURNSTINE AFTER BURSTEIN. The Latter Cashed a Check Made Out to

the Former and Was Arrested. Henry Burstein, a cloak manufacturer of 169 Greene street, was arrested vesterday on a charge of forgery and was held under \$1,000 bonds for examination to-day by Magistrate Barlow in the Tombs police court. The complainant against Burstein is Philip E. Burnstine of 30 Bond street, who is agent of the Levy Cotton Mills Company. On Feb. 20 B. Schnitzler sent Burnstine a check on the Union Exchange Bank for \$54.21. Through some mistake in the post-office, the check was delivered to Burstein, who cashed it.

office, the check was delivered to Burstein, who cashed it.
Schnitzler, in response to an urgent request for payment, which the Levy company made later, responded that he had already settled with Burnstine, and exhibited the check, bearing what appeared to be Burnstine's indorsement.

Burstein, when questioned by Assistant District Attorney Krotel, admitted having cashed the check.

cashed the check.
"I decided to keep the money until it was called for," he said. "The owner can have it whenever he wants it." He denied having forced Burnstine's name to the check, and said that it must have been done at the bank.

BUSINESS TROUBLES.

Creditors Hunting for the Stock of the

American Bargain House. creditors' petition in bankruptcy was filed at 4 o'clock yesterday against William Israel, jobber in dry goods and dress goods at 100 Hester street, by Julius G. Kremer, attorney. After the petition was filed there was a lively meeting of creditors at the office Louis Brodsky, at 235 Broadway. On Friday Israel's store was cleaned some of his creditors, it is said, and a stock which he valued at \$12,000 was removed, and the creditors at the meeting would like to know who took the goods. Mr. Brodsky made an offer to compromise at 15 cents on the dollar, but the creditors laughed at it. If the goods could be recovered Mr. Brodsky thought 75 cents on the dollar could be paid. The liabilities are about \$17,000. Israel had been in business about four years and used the style of the American Bargain House. A creditors' petition in bankruptcy has been filed against Rotl schikl & Wintner, flour commission merchants at 2 Stone street. The creditors of the Henry Zeltner Brewing Company have elected George N. Reinhardt trustee. All interested desire to have the matter settled up by April 10 at least, so that saloon keepers who sell the beer made by the company may know about money to be advanced for liquor licenses. The liabilities are \$538,40; the nominal assets, \$1,053,137.

William N. Fleischmann of 701 Washington street, said to be a cousin of Mayor Fleischmann of Cincinnati, and formerly manager of the latter's racing stable, has obtained a discharge in bankruptcy; liabilities, \$10,702.

A judgment for \$11,276 was entered yesterday against the San Bartolo Gold Mining Company of 32 Nassau street, by Morril B. Spaulding, for salary, \$1,650, as a mining engineer and in assigned claims. made an offer to compromise at 15 cents on

FINANCIAL NOTE.

Daniel J. Sully, the cotton bull, has bought another membership on the Cotton Exchange from J. H. Jenkins of Baltimore for \$10,700.

Court Calendars This Day.

Appellate Division—Supreme Court.—Nos. 58, 7, 49, 15, 16, 39, 24, 34, 1, 37, 75, 79, 82, 83, 85.

Supreme Court.—Special Term.—Part I.—Motion calendar called at 10:30 A. M. Part II.—Ex-parte matters. Part III.—Case unfinished. Motions. Demurrers—Nos. 415, 311. Preferred Causes—Nos. 3468, 4274, 2815, 4786, 4785, 4761, 4762, 4763, 4764, 4771, 4772, 4794, 4793, 4800, 6694. General Calendar—Nos. 3766, 3787, 3183, 1365, 4048, 4007, 3573, 3185, 3822, 2357, 3823, 3353, 3833, 2983, 2194, 3086, 4087 Court Calendars This Day.

Part XIII.—Adjourned until Thursday, March 17, 1904.

1904.

Surrogates' Court.—Chambers.—Motion calendar called at 10:30 A. M. For probate—Wills of James A. Craly, Ellen E. Moore, Charles S. McGray, Carl Kinkeldey, Eliza Smith, at 10:30 A. M. Lena Rorner, Francis J. Rywall, George Stormer, at 2:30 F. M. Trial Term—No. 1953—Will of Marcia Sherrill, at 10:30 A. M.—Motions—Trial Term—Part 1. Case unfinished. Nos. 1268, 2455, 2448, 7017½, 1072, 906, 1385, 1841, 1806, 6905, 2435, 61381, 2458, 2459, 1221, 7345, Part II.—Clear. Nos. 2034, 2346, 2187, 1004, 1821, 2170, 1189, 2191, 2182, 1282, 1284, 2187, 1164, 2162, 846. Part III.—Clear. Nos. 2420, 2183, 1846, 280, 280, 280, 280, 2817, 1870, 2016, 2857, 2487, 1970, 2006. Part IV.—Case unfinished. Short Causes. Nos. 7248, 7322, 6286, 6396, 700, 6345, 6695, 7024, 7067, 7177, 6991, 7124, 5447, 7280, 6851, 7122, Equity Case. No. 450. Part IV.—Case unfinished. Nos. 2666, 2567, 2569, 2570, 2571, 2571, 2571½, 2572, 2573, 2574, 2575, 2576, 2577, 2579, 2589.

New York. Manager Bond Department, Interstate Securities Co.

I. H. KEMPNER,

WALLACE B. ROGERS,

PROPOSALS.

GOVERNOR'S ISLAND, N. Y. H. March 14, 1904—Scaled proposals, in triplicate, will be received here until 12 M., April 13, 1904, for printing required at Division and Department Headquarters during year ending June 29, 1908. Successful bidder will be required to furnish plant and material. Work to be done on Governor's Island in building furnished by U. S., rent free. Right reserved to accept or reject any or all bids, or any part thereof. Information on application. Envelopes containing proposals should be marked "Proposals for Printing." J. W. JACOBS, A. Q. M. G.

OFFICE OF THE COMMISSIONERS D.C., Washington, March 8, 1904.—Sealed Propusals will be received at this office until 12 o'clock noon, March 8, 1904 for furnishing 210 tons, more or less, of cast-iron water pipe specials. Specifications and blank forms of proposal may be obtained at this office. HENRY B.F. MACFARLAND, HENRY L. WEST, JOHN BIDDLE, Commissioners D. C.

KEY WEST BARRACKS., Fia., March 14, 1904—Sealed proposals for constructing Post Exchange Building will be received here until 12 M., April 18, 1904. Information furnished on application. U. S. reserves right to accept or reject any or all proposals. Envelopes containing proposals should be indorsed "Proposals for Exchange Building" and addressed Quartermaster.

PURSUANT TO STATUTORY REQUIREMENT, notice is hereby given that an act printed No. 531, int. No. 178, has been passed by both branches of the Legislature, entitled AN ACT TO AMEND THE GREATER NEW YORK CHARTER, IN RELATION TO BUILDINGS IN THE CITY OF NEW YORK.

Further notice is hereby given that a Public Hearing upon such bill will be held at the Mayor's Office in the City will have the City of New York, on Wednesday, March 18, 1904, at 10:20 o'clock A. M. Dated City Hall, New York, March, 12, 1904.

Mayor.

THE HOOKER CHARGES.

Prof. Huffoutt Announces the Committee

That Is to investigate Them.

ITHACA, N. Y., March 14 .- The following

committee of the New York Bar Associa-

tion, to investigate the charges preferred

by the Jamestown Bar Association against

Judge Hooker, was announced to-day by

Prof. E. W. Huffcut, the chairman. The

Prof. E. W. Huffcut of Ithaca, chairman

Robert A. Bascom of Fort Edward, secre

tary; S. C. Huntington of Pulaski, R. P.

Johnston of Albany, and James Desmond

The chairman and secretary of this com-

mittee were appointed from the general

committee of the Bar Association, and the

committee of the Bar Association, and the other three members have been selected by Chairman Huffeut. Huffeut, Bascom and Huntington are Republicans; Johnston and Desmond are Democrats.

The committee will meet soon at a place not yet decided upon and it is likely that its deliberations will be private.

RESORTS.

TRAVELLERS' INFORMATION

HOTEL, and RESORT Booklets Gratis, N. Y. OFFICE, 3 Park Place. Tel. 6050 Cortlands

STEAMBOATS.

JOY LINE.

PROVIDENCE, \$1.25, EVERY WEEE DAY BOSTON, DIRECT \$2.25.

From Pier 35, East River. 'Phone 800 Orchard.

OCEAN STEAMERS.

ATLANTIC TRANSPORT LINE.

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Prof Oid Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., consecting for Petersburg, Richmond, Virgints Beach, Washington, D. G., and entire South and West.
Preignt and passenger steamers sail from Pier 26, N. R., foot Beach St., every week day at \$ P. M. H. B. WALKER, Vice-President & Tramo Manager.

NEW ENGLAND.

BOSTON AND POINTS IN NEW ENGL

committee is made up as follows:

of Rochester.

Mayor-

New York. Attorney-at-Law.

ennsylvania

STATIONS FOOT OF WEST TWENTY-THIRD STREET AND DESBROSSES AND CORTLANDT STREETS.

ter The leaving time from Resbrosses and Cortlandt Streets is five minutes later than that given below for Twenty-third Street Station, except where otherwise noted. 7:55 A. M. FAST MAIL.—Parlor, Sleeping and Din ing Cars. For Chicago, Indianapolis and Louis-

ville.

9:35 A. M. ST. LOUIS LIMITED.—Pullman Sleep-ing Dialog. Smoking and Observation Cars. Claing, Diaing, Smoking and Observation Cars. Checkinati, Indianapolis, St. Louis. Diaing Car.

10:25 A. M. PENNSYLVANIA LIMITED.—Pullman Siceping, Dining, Smoking and Observation Compartment Cars. For Chicago, Cieveland.

man Sleeping, Diming, Smoaing and Observation Compartment Cars. For Chicago, Cieveland, Toledo, and Detroit.

185 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Nashville (via Cincinnati and Louisville), indianapolis, Chicago, St. Louis. Dining Car.

485 P. M. CHICAGO LIMITED.—Pullman Sleeping, Smoking, and Observation Cars. For Chicago, Toledo, and Cleveland. Dining Car. For Chicago, Toledo, and Cleveland. Dining Car. For Chicago, Toledo, and Cleveland. Dining Car. For Chicago, Cheinnati, Indianapolis, Louisville, St. Louis, Dining Car. For Gary, W. Va. (via Shenandosh Valley Route).

528 P. M. WESTERN EXPRESS.—For Chicago. For Toledo, except Saturday. Dining Car.

7286 P. M. PACIFIC EXPRESS.—For Pittsburg, Toledo, and Chicago. For Knoxville, daily, via Shenandosh Valley Route. Coanacts for Cleveland, except Saturday.

is6 P. M. delicago. For Shenandoah Valley Route. Connects for Shenandoah Valley Route. Connects for Shenandoah Valley Route. Connects for Shenandoah Valley Route. Size P. M. OLEVELAND AND CINCINNATI EXPRESS.—For Pittsburg, Cleveland, Cincinnati, Indianapolis, and St. Louis.

9:85 P. M. PITTSBURG SPECIAL.—Daily for Pittsburg. Dining Car.

A SHINGTON AND THE SOUTH.

PROPOSALS.

AQUEDUCT COMMISSIONERS OFFICE, Room No. 207 Stewart Building, No. 280 Broadway. New York, March 1, 1904.

TO CONTRACTORS.

Bids or proposals for doing the work and furnishing the materials called for in the approved form of contract now on file in the office of the Aqueduct Commissioners for constructing a high-way or road near the Tilcus Reservoir, in the Town of North Salem, Westchester County, New York, will be received at this office until 12 o clock noon on Tuesday, March 27, 1904. They will be publicly opened by the Aqueduct Commissioners as soon thereafter as possible, and the award of the contract for doing said work and furnishing the materials required will be made by said Commissioners as soon thereafter as practicable. Blank forms of said approved contract and the specifications thereof, and bids or proposals and proper envelopes for their inclosure, form of bonds, and all other information can be obtained at the above office of the Aqueduct Commissioners on application to the Secretary.

For further particulars see "City Record," published at No. 2 City Hall.

HARRY W. WALKER, Secretary.

NOTICE TO CONTRACTORS. WASHINGTON AND THE SOUTH.

7:55, 8:26, *9:25, *10:10 (Desbrosseg and Cortiandt Streets 10:20), *10:55 a.m., *12:35, 2:10 (Desbrosses and Cortiandt Streets 2:20), (8:25, *Congressional Limited, *all parlor and Dining Cars), *2:25, *0:25 p.m., 12:10 night. Sunday, 8:25, *9:25, *10:56 a.m., *12:56 (8:25 *Congressional Limited, *all Parlor and Dining Cars), *3:25, *4:25, *4:25 (Desbrosses and Cortiandt Streets 5:10), 9:25 p. m., 12:10 night.

SOUTHERN RAILWAY.—Express, 12:55, 8:25, 4:25 p. m. 12:10 night daily. *Southern's Paim Limited. *12:40 p. m. week-days.

ATLANTIC COAST LINE.—Express, 9:25 a.m. and 9:25 p. m. daily. *New York and Florida Spectal. *2:10 p. m. week-days.

SEABOARD AIR LINE RAILWAY.—Express, 12:55 p. m. and 12:10 night daily. *Seaboard Florida Limited. *12:05 p. m. and 12:10 night daily. *Seaboard Florida Limited. *12:55 p. m. and 12:10 night daily. *Seaboard Florida Limited. *12:55 p. m. and 12:10 night daily. *Seaboard Florida Limited. *12:55 p. m. daily. SEABOARD AIR LINE RAILWAY.—Express. 12:55 p. m. and 12:10 night daily. "Seaboard Florida Limited," 12:55 p. m. daily.

NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans, 8:25 p. m. daily.

CHESAPEAKE & OHIO RAILWAY.—7:35 a. m., week-days and 4:56 p. m. daily.

FOR OLD POINT COMFORT AND NORFOLK.—7:55 a. m. week-days and 8:25 p. m. daily.

ATLANTIC CITY.—9:55 a. m. and 2:35 p. m. week-days. Sundays, 7:55 a. m. and 2:35 p. m. week-days. Sundays, 7:55 a. m. and 2:36 p. m. week-days. Sundays, 7:55 a. m. Through Vestibuled Trains, Buffet Parior Cars and Standard Coaches on week-days. Parior Smoking Car, Parior Cars, Dining Car and Standard Coaches on Sundays.

HARRY W. WALKER, Secretary.

NOTICE TO CONTRACTORS.

Sealed proposals suitably endorsed on envelope for Construct.on of Amusement Hall and an Addition to Superintendent's Residence at Manhattan State Hospital, Ward's Island, West, New York, may be sent by mail or delivered in person up to 8 o'clock P. M. on Wednesday, the 50th day of March, 1904, to the State Commission in Lunacy, at the Capitol, Albany, N. Y., when bids will be opened and read publicly.

Drawings and specifications may be consulted and blank forms of proposal obtained at the office of F. A. Wheeler, Purchasing Steward, No. 209 Broadway, New York City, or by application to G. L. Heins, State Architect, in the Capitol, at Albany, N. Y.

Contracts will be awarded to the lowest responsible and reliable bidders unless the bids exceed the amount of funds available therefor, in which case the right to reject all bids is reserved.

Dated Albany, March II, 1904.

Secy. State Commission in Lunacy. Trains, Buffet Parlor Cars and Standard Coacnes on week-days. Parlor Smoking Car, Parlor Cars, Dining Car and Standard Coaches on Sundays.

CAPE MAY.—12:55 p. m. week-days.

LONG BRANCH. ASBURY PARK.—(Interlaken Sundays), Ocean Grove and Point Pleasant (From West Twenty-third Street Station), 8:56 a.m., 12:25, 8:25, 4:55 p. m., and 12:10 night week-days. Sundays, 12:10, 9:25 a.m., and 4:55 p. m. Prom Desbrosses and Cortlandt Streets, 9:00 a.m., 12:30, 3:40, 5:10 p. m., and 12:15 night week-days. Sundays, 12:15, 9:45 a.m., 5:30 p. m. For PHILA DELLPHIA. FOR PHILADELPHIA.

FOR PHILADELPHIA.

6:06, 7:25, *7:55, 8:25, 8:25, 5:55, *9:25, (9:25, (9:25, (9:25), (9:25), (9:25), (9:25), (9:25), (9:25), (9:27), (

*2:25, 8:55, *4:25 (*4:55 Chicago Limited for North Philadelphia only) *4:55, *5:55, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only) p. m., 12:10 night. *Dining car.

Ticket offices: Nos. 461, 1564, 118 and 261 Broadway, 182 Fifth avenue (below 22d st); 263 Fifth avenue (corner 22th st.); 1 Astor House and stations named above; Broadway, a corner 22th st.); 1 Astor House and stations named above; Broadway, and Pennsylvania Annex Station. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.

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Salis Apr. 7, May 12, June 9, July 7.

Waldersee.Mar. 19, 6AM | Deutschi d.Apr. 7, 11 AM |
Bluecher.Mar. 24, 10 AM | Patricia...Apr. 9, 12:30 PM |
Pennsyl'a...Apr. 2, 6:30 AM | A. Victoria...Apr. 10, 4 PM |
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K. Wm.II.Msr. 18, 5 AM|K. Wm.II.Apr. 12 1 PM
Kronprine. Msr. 22, 8 AM|Kalser. . Apr. 26, 10 AM
Kalser. Msr. 29, 10 AM|Kronprine. Msy 8, 8 AM
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GIBRALTAR,
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WHITE STAR LINE NEW YORK—QUEENSTOWN—LIVERPOOL. Celtio . . . Mar. 18 4 P.M. | Majestic.. Mar. 20, 10 A.M. Oedrie... Mar. 23, 9 A.M. | Oceanic... Apr. 6, 10 A.M. Pier 48, North River. Office, 9 Broadway, New York.

FALL RIVER LINE, via Newport and Fall River. Leave Pier 19, N. H., foot of Warren St., week days only at 500 P. M. Steamers PRISCILLA and PILGRIM. Orchestra on each. only at 5300 P. M. Sicamers PRISCILLA and PILIGRIM. Orchestra on each.

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NEW HAVEN LINE for New Haven, Hartford, Springfield and the North. Leave Pier 40, N. R., foot of Clarkson St., week days only at 4:00 P. M., Steamer RICHARD PECK. Piers 14 and 15 N. R. Office, 73 Broadway, N. Y.



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bria...Mar. 18, 7 A M Lucania....Apr. 9, 10 A M
mpania...Mar. 28, noon Umbria.....Apr. 16, 8 A M
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Noordam Mar. 22 Rotterdam Apr. 12
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Trains arrive and depart from Grand Central Station, 42d Street, New York, as below:

North and westbound trains, except those leaving at 8:30, 11:30 A. M., 245, 8:30, 11:30 P. M., will stop at 125th street to receive passengers ten minutes after leaving Grand Central Station. atop at 125th street to receive passengers ten minutes after leaving Grand Central Station.

12.10 A. M.—SMIDNIGHT EXPRESS.—Due Albany 5:55 A. M., Troy 6:40 A. M.

7.54 A. M.—SYRACUSE LOCAL.—Stops at all important stations.

8.30 A. M.—SEMPIRE STATE EXPRESS.—Most famous train in the world. Due Buffalo 4:45. Niagara Falls 5:25 P. M.

8.45 A.M.—FAST MAIL.—24 hours to Chicago.

10.30 A. M.—1DAY EXPRESS.—Makes local stops. Due Rochester 11:10 P. M.

11.30 A. M.—1LOCAL EXPRESS.—Makes local atops. Due Rochester 11:10 P. M.

11.30 A. M.—1LOCAL EXPRESS.—For Albany and Troy. Local stops.

12.50 P. M.—SUFFALO LIMITED.—Due Buffalo 11:00 P. M. Niagara Falls 1:25 P. M.

10.00 P. M.—SOUTHWESTERN LIMITED.—Due Cincinnist 16:20, Indianapolis 11:30 P. M.—SCHICAGO LIMITED.—Due Cincinnist 16:20, Indianapolis 11:30 P. M.—Thicago via Michigan Central and Lake Shore Raliroads.

2.45 P. M.—The 20th CENTURY LIMITED.—20-hour train to Chicago via Lake Shore. Electric light and fans.

3.30 P. M.—1ALBANY AND TROY FLYER.—Due Albany 6:40. Troy 7:06 P. M.

3.40 P. M.—ALBANY AND TROY FLYER.—Local stops.

4.00 P. M.—DETROIT, GRAND RAPIDS and 4.00

P. M.—ALBANY EXPRESS—Local stops.
P. M.—DETROIT, GRAND RAPIDS and CHICAGO SPECIAL, 24 hours to Chicago via Michigan Central.
P. M.—LAKE SHORE LIMITED.—2814
Duc train to Chicago. All Pullman cars. Duc Cleveland 7:05 A. M., Cincinnal 1:30. Indianapolis 3:10, Chicago 4:00, St. Louis 9:46 P. M. next day, P. M.—WESTERN EXPRESS.—28 hours to Chicago via both L. S. and M. C. P. M.—WONTREAL EXPRESS.—VIA D. & H. or Ruthand.
P. M.—ADIRONDACK AND MONTREAL EXPRESS. 5.30 6.00 7.00 7.30 P.M.—ADIRONDACE EXPRESS. P. M.—BUFFALO AND TORONTO 8.00 SPECIAL.
P. M.-SOUTHWESTERN SPECIAL. 9.30 P. M. - PACIFIC EXPRESS -- Chicago \$1 9.30 P. M.—PACIFIC EXPRESS.—CHOOSE 9.

11.30 P. M.—*CHICAGO TREATRE TRAIN.—
Watertown, Ogdensburg, Buffalo, Detroit Chicago and St. Louis.

*Daily. †Except Sunday. †Except Monday.

*Daily, fExcept Sunday, fExcept Monday.

9:06 A. M. and 8:35 P. M. daily, except Sunday, to
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Pullman cars on all through trains.
Trains illuminated with Pintsch light.
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Trains leave Franklin St. Station. New York as follows, and 15 min. later foot West 42d st., N. R.:

"7:00 A.M.—Hor intermediate points to Albany.

"1:20 A.M.—(1) Hudson and Mohawk Express.

"1:20 P.M.—Cont. Lim., for Detroit, Chi. & St. Louis.

18:48 P.M.—(2) For Hudson River points & Albany.

"6:00 P.M.—For Roch., Buffalo, Cleve'd & Chicago.

18:00 P.M.—For Roch., Buffalo, Cleve'd & Chicago.

18:00 P.M.—For Syra, Roch., Niag. Falls, Det.&Chi.

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lyn Annex (1) at 10:45 A. M., (2) at 72:46 P. M. Leave
Jersey City, Penna. R. R. Sta., (1) at 111:20 A. M.,

(2) at 73:35 P. M. Time tables at principal hotel
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\$5:00 A.M. Hartford and Willimantic., 2:00 P.M.

\$0:02 A.M. Springfield and Worcester, 8:30 P.M.

\$10:00 A.M. Thew London and Providence, 8:30 P.M.

\$10:00 A.M. New London and Providence, 4:30 P.M.

\$10:00 P.M. Hartford and Worcester, 6:30 P.M.

\$1:00 P.M. New London and Providence, 6:00 P.M.

\$1:00 P.M. New London and Providence, 7:30 P.M.

\$3:00 P.M. New London and Providence, 7:30 P.M.

\$3:00 P.M. New London and Providence, 1:30 P.M.

\$5:00 P.M. Springfield and Worcester, 10:30 P.M.

\$5:00 P.M. Springfield and Worcester, 10:30 P.M.

\$5:00 P.M. Springfield and Worcester, 10:30 P.M.

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Return service same hours and by same route. C. T. HEMPSTEAD, Gen. Pass. Agt. READING SYSTEM.

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EASTON, BETHLEHEM, ALLENTOWN AND MAUCH CHUNK—24:90 (7:15 Easton only).
9:10 A. M., 1:20, 4:40, 5:00 (5:45 Easton only) P. M. Sundays 24:25 A. M., 1:300, 6:30 P. M.
WILKESHARRE AND SCRANTON—24:00, 9:10

M. A. & 4:00 P. M. Sundays 24:25 A. M., 1:300 P. M. WILKESHARRE AND SCA22A.M., 1300 P.M.
A.M., 5:00 P.M. Sundays, 24:25 A.M., 1300 P.M.
LAKEWOOD, LAKEHURST, TOMS RIVER
AND BARNEGAT—24:30. 9:40 A. M., 1:30
(3:40 Lakewood and Lakehurst only), 4:40, 85:00
P.M. (8:07 P.M. Saturdays), Sundays, 9:40 A.M.
ATLANTIC CITY—9:40 A.M., 13:40 P.M.
VINELAND AND BRIDGETON—1:24:00 A.M.,
(1:50 P.M.) VINELAND AND BRIDGETON—12430 A. M., (1:30 P. M.)

LONG BRANCH, ASBURY PARK, OCEAN GROVE, POINT PLEASANT AND SEASHORE POINTS—24.00, E.30, 11:30 A. M., 11:20, 4:45, 6:30, 6:30, 11:50 P. M. Sundays, except Ocean Grove, 9:00 A. M., 4:00, 8:30 P. M.

PHILADELPHIA — (READING TERMINAL)—4:26, 17:30, 18:30, 9:00, 10:30, 11:30 A. M., 11:20, 1:20, 4:20, 4:20, 10:30, 11:30 A. M., 11:20, 10:30, 4:00, 4:00, 4:00, 5:30, 10:30, 17:20, 10:30,

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"Royal Limited". 18:36 PM 18:40 PM Diner
Balto.-Washington. 12:10 PM 15:00 PM Diner
Only. 11:10 PM 15:00 PM Diner
Balto.-Washington. 12:10 PM 15:00 PM Diner
Coult St. 24. 45:00 PM 15:00 PM Diner
House. 167, 28. 454. 13:00, 13:46 Broadway, 182 Fifth
Av., 25 Unlon Square West, 185 East 125th St., 273
West 125th St., 245 Columbus Av., New York; 14
Av., 25 Unlon Square West, 185 East 125th St., 273
West 125th St., 246 Columbus Av., New York; 14
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11:40 P.M.—For Buffalo and Chicago.

14:40 P.M.—For Buffalo and Chicago.

18:45 P.M.—For Utica, Oswego, Ithaca, Buffalo.

2:00 A.M.—For Chicago—Steepers open at \$ P. M.
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